

# Lewis County – A Critical Link

## Infrastructure-Funding & Re-Development in Smaller Communities

Morton

Toledo

Winlock

Pe Ell



Ports

Vader



Napavine

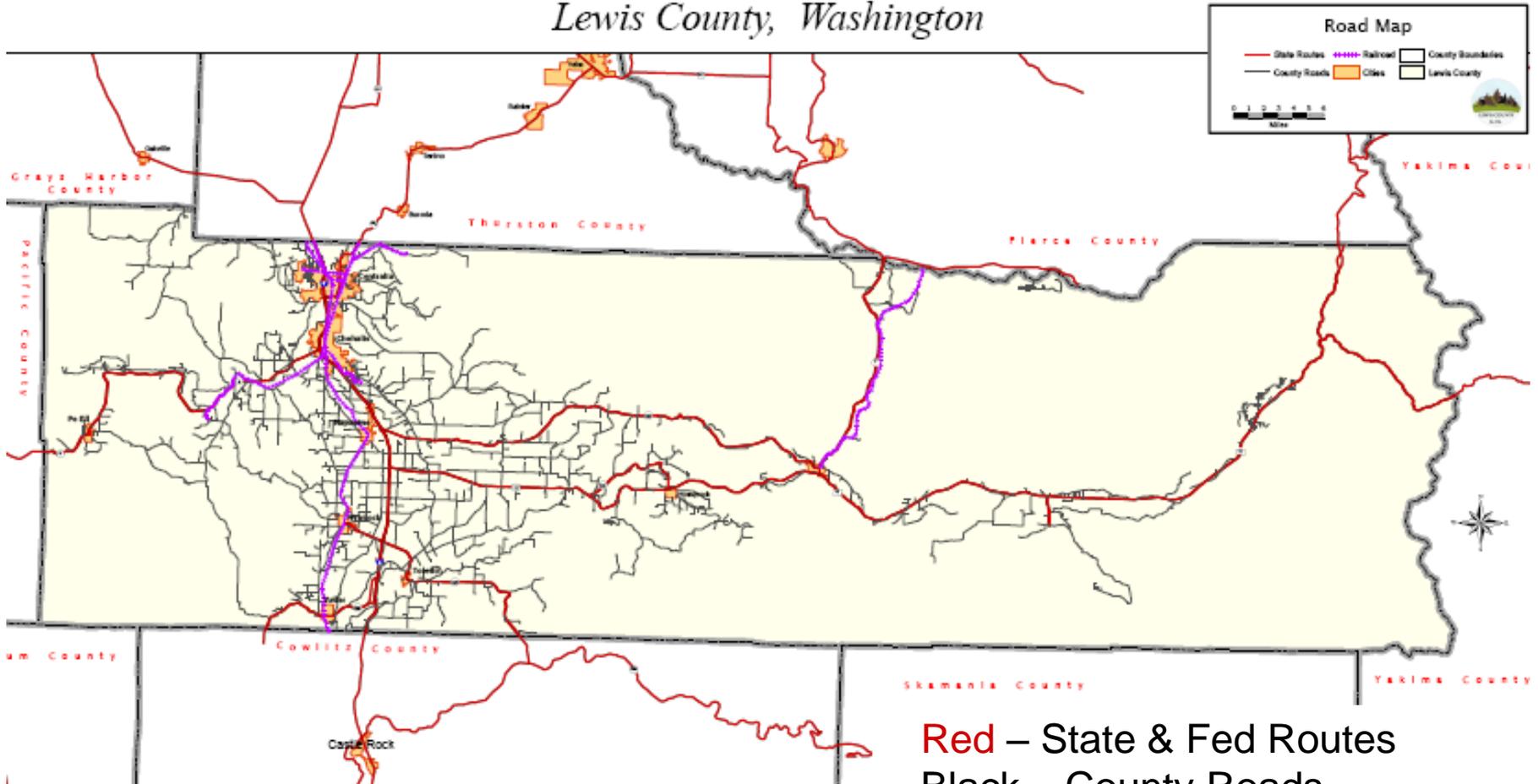
Mossyrock

# Lewis County – A Crossroads



# Major Features within Lewis County

Lewis County, Washington



Red – State & Fed Routes  
Black – County Roads  
Pink – Railroads

# Major Features & Their Affects

## Advantages

- Source of Revenue
  - Tourism
  - Path for Commerce
- Link for Local Traffic
  - Because it's there!
- Link to Other Parts of State and Country
  - North & South
  - East & West
  - Stopover, Then & Now

## Challenges

- Constraints on Local Road Network
  - Barriers to Grid – either you Go-Around, Go-Under, or Go-Over
- Effort Needed to Make Changes
  - I-5 wasn't built in a day
  - The river was here first, then the railroad ...

# Major Features – Link to Infrastructure-Funding & Re-Development

- In the past, traffic on major corridors used this area as a stopover point
- Fuel Tax & Tourism, \$ for Local Roads
- Example – Chamber Way:
  - 1960's Interchange, low traffic, good flow
  - Local Growth + Old 99 to I-5 Growth
  - Local Improvements ID'd = Mitigation \$
  - Freeway Improvements not ID'd, = No \$

# Old Strategies / New Strategies

- Old Strategies Driven By:
  - Growth
  - Distribution of Gas Tax
  - State and Federal Grants
- New Strategies In Development
  - Lewis Co. Transportation Strategy Council

# How Have We Managed Growth?

- .08% / .09% Funding for Distressed Counties
- SEPA Process, and many tools available through the Growth Management Act
- Growth Along I-5 and US 12 Corridors
- Improvements in 6-Year TIP, incl. County Actions on Behalf of Unincorporated areas
- Transportation Studies (next slide)

# Transportation Studies

- West Connector – Harrison / Reynolds / Galvin
  - Merged with Mellen / Harrison CD Lanes
  - Focus on vital intersection for Port of Centralia

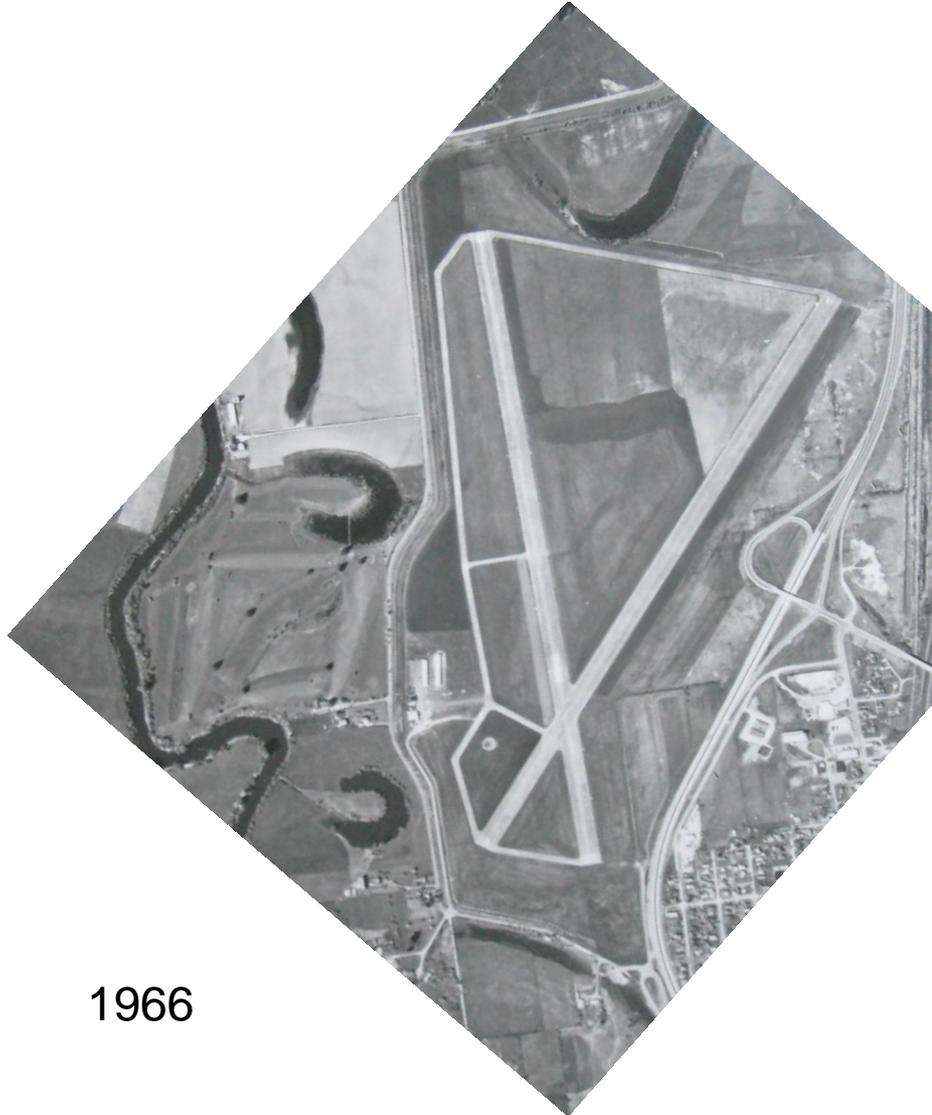
# Transportation Studies (cont.)

- SR 505 – Interchange / Corridor Plan
- South County Sub-Area Plan
  - Winlock Industrial Area
  - Regional Equestrian Center
  - Toledo Airport Expansion

# What Kind of Growth Have We Had?

- Box Retail, Manufacturing, Auto Dealerships
- I-5 – From 2003 to 2006, 61K to 70K ADT, with 19% trucks – 11,000+ trucks & 180,000 Tons per day
- BNSF – 45 Freights / 8 Passenger – every day!
- What do you suppose is the value of freight that passes through Lewis County, on just I-5, every day?
- Details on major growth on following slides

# Chamber Way – 1966 to 1991



1966



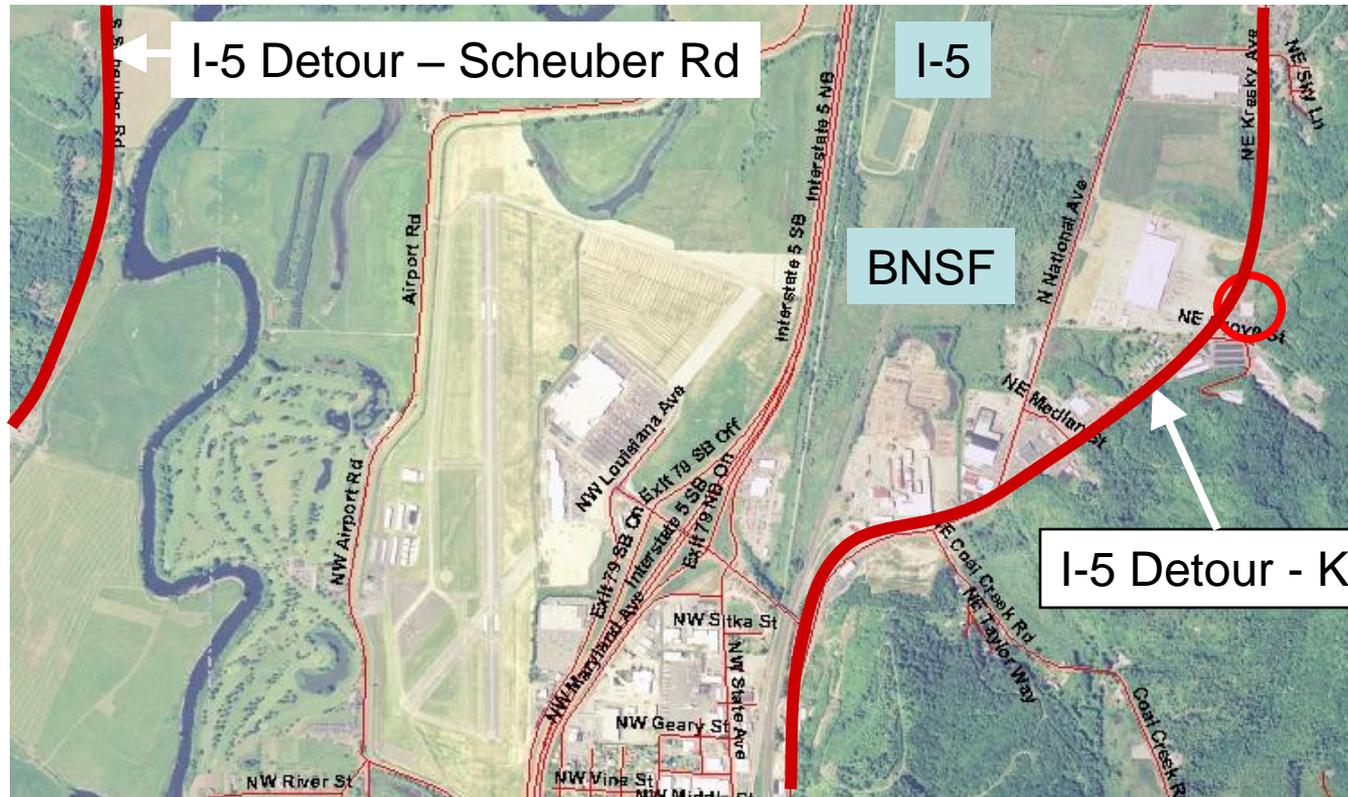
1991

# Chamber Way I/C Vicinity

Wal-Mart

Home Depot

Auto Dealerships



K-Mart

Other Box-Retail, Restaurants

Yard Birds / Lewis Mall

# Port of Centralia



← Thurston / Lewis County Line

Interstate 5

Michael's is shown at right. The nearby Sierra Pacific sawmill, dwarfed by Michael's, is shown to its top right. These are just two facilities at the Port of Centralia



# Port of Chehalis



## Energy, Trucking, Manufacturing

The Chehalis Gas-Fired Plant can generate 500 MW of electricity at peak output. Fred Meyer, upper right, & others distribute and manufacture products such as plywood, mobile homes, and flooring.

# Railroads & the Ports

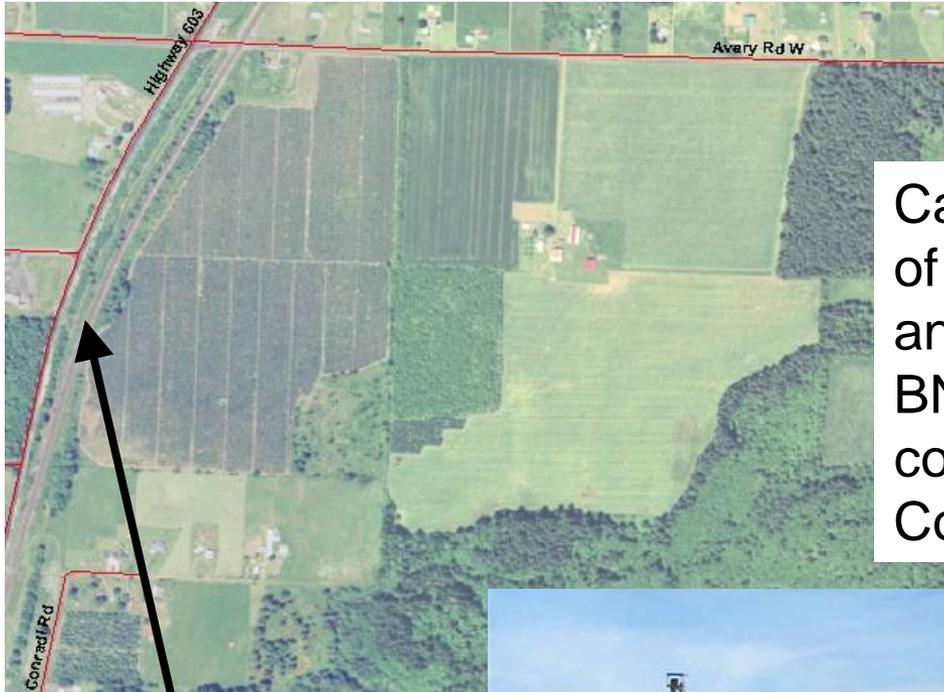


Port of Chehalis



Foron Road

# Cardinal Glass – Avery Road



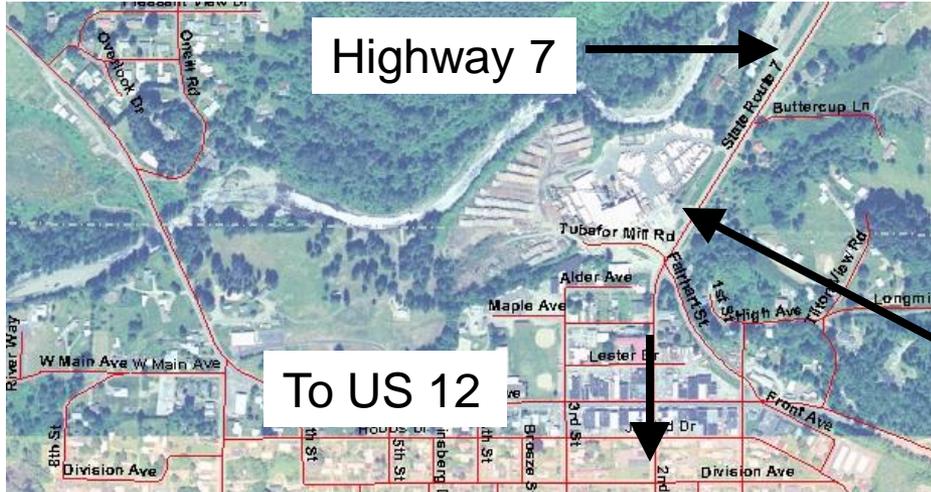
→ To Interstate 5 & Hwy 12

Cardinal Glass generates 650 tons of glass per day, handled by trucks and a connection to the mainline BNSF, employs 220 people, and constructed improvements to County Hwy 603 and Avery Road

BNSF Mainline and spur going into glass plant



# Tubafor / Hampton & Rail



Hampton Mill - Randle

The Tubafor and Hampton mills are major employers in the communities of Morton and Randle.

# Growth & Issues with Roads

- Animal trails, trading routes, and waysides
- New farms, services, and manufacturers
- More wagons, larger and faster vehicles
- This issue is nothing new – it's just time to catch up with how our roads are being used.

# East County Road Issues

- Safety upgrades to accommodate growth along US 12
- Freight-Mobility upgrades to accommodate truck traffic

# Before & After – US 12 Truck Lanes



# Before & After – Left Turn Lanes



# West County Issues

- Need to complete bridge replacements
  - Chandler, Leudinghaus / flood damage
  - South Fork Chehalis & other narrow bridges
- Flood-related repairs: culverts, railroads
- Willapa Hills Trail & Historic rail bridges



# What New Steps Are We Taking?

- Partnering with WSDOT on the Mellen / Harrison Interchange Collector-Distributor Lane Project
- Formed the Lewis County Transportation Strategy Council
- Formed the Chehalis Basin Flood Authority
- Planning for Growth in South County along SR 505

# How Can You Help?

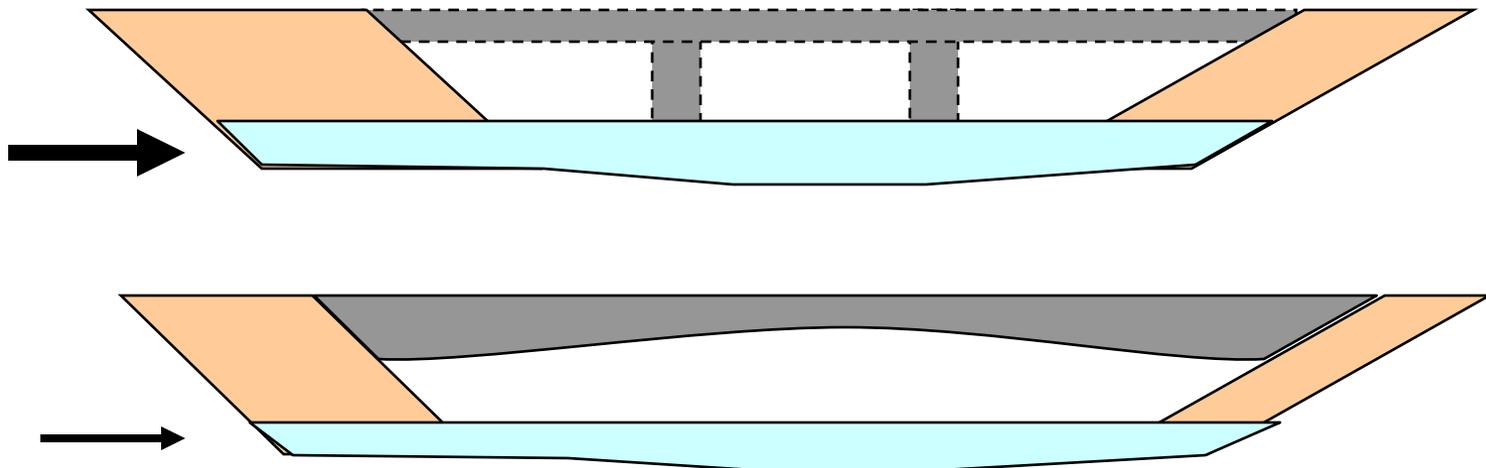
- Finish Improvements to the I-5 corridor
  - Participate in South County / 505 Study
  - Complete I-5, 13<sup>th</sup> to Mellen or Harrison
  - Bridges along SR 6 (already underway)
- Regulatory Relief / Reform
  - State Agencies – Follow the Law
  - Opinion of permit writer = Power
  - WSDOT has \$ to appease permit writers –  
Local Agencies don't!

# Example – FEMA vs. WDFW

- Situation – Flood event requires county to replace bridge
- FEMA will help pay for new bridge, but only to replace existing features – improvements not funded
- WDFW will permit a bridge with improvements – but not a new bridge with same hydraulic features

# Example – HPA Rules

- WDFW must approve work over water via the Hydraulic Project Approval (HPA) process
- Different definitions of backwater can result in permit denials for projects that improve fish-passage conditions



# Other Ways You Can Help

- Expedite Decisions on Grant Applications
  - Example 1
  - Example 2
- Allow Local Agencies to Leverage Future Funds
  - Help smaller communities – those with population up to 25K – with street surface project money loans
  - Have a zero interest loan set up to pay for resurfacing projects

# Benefits to Us / Benefit to State

- When I-5 or BNSF flood we all lose. Fixing these corridors protects their capacity and preserves their vital linkage.
- State Regulators following the law makes regulatory issues more predictable, saves money and time, prevents lawsuits. Everyone benefits, including our natural resources.
- Grant Decisions – Time is Money. If the process works better, more can be helped.

# Our Plan for Lewis County

- **Keep** Working Together – What benefits one town should benefit the whole county community
- **Educate** Local Agency staff on how best to use available grant programs, taxes, etc.
- **Link** Functions and their Funding – An impact to a function should naturally adjust its funding
- **Diversify Funding** for Transportation & Other Needs
- Here's how it's already working...

# Before – LaBree I/C



# After – LaBree I/C



# Before – Chamber Way I/C



The Chamber Way bridge was built in 1958



# Before – Mellen Street I/C



# Planned – Mellen Street I/C



Proposed?





**FLOODED  
BUT NOT  
DEFEATED**

& Lewis Co. is beautiful, too!

